



MOBILITY/TRANSPORTATION

Mobility issues facing the Fairdale community today play a significant role in its future. The village is well served for automobiles with its collector and higher level roadways and the access to I-265. The diversity of housing types and the many village compatible land uses within the 1/4 to 1/2 mile radius of the village center can be enhanced by improving pedestrian and public transportation options as well as improving roadways within the village center and the outlying village areas. There have been improvements to the transportation network recently, however, more are required.

There are several ways which the transportatin issues can be addressed. The further enhacement of the village center, designed to be pedestrian friendly, will serve to encourage a more efficient road, pedestrian and bicycle network and opportunities for transit use. In the current analysis, it is important to understand the relationship between the existing land uses and the transportation network in order to create a better balance of the system in the future.

This off-set intersection results in many traffic delays at present. These are significant traffic delays during the peak hours each day.

Multi-Modal Mobility Analysis

Public Transit Service

TARC offers limited service to the Fairdale community. The Iroquois Park – Fairdale Express (Route 37) connects the area to downtown Louisville. The service is limited to weekday AM & PM peak hour trips. Community leaders would like to see improvements to the public transit system to assist citizens with limited transportation options. With ever increasing fuel costs residents of the area need more cost effective options for transportation to work and for shopping trips.

Street Classifications

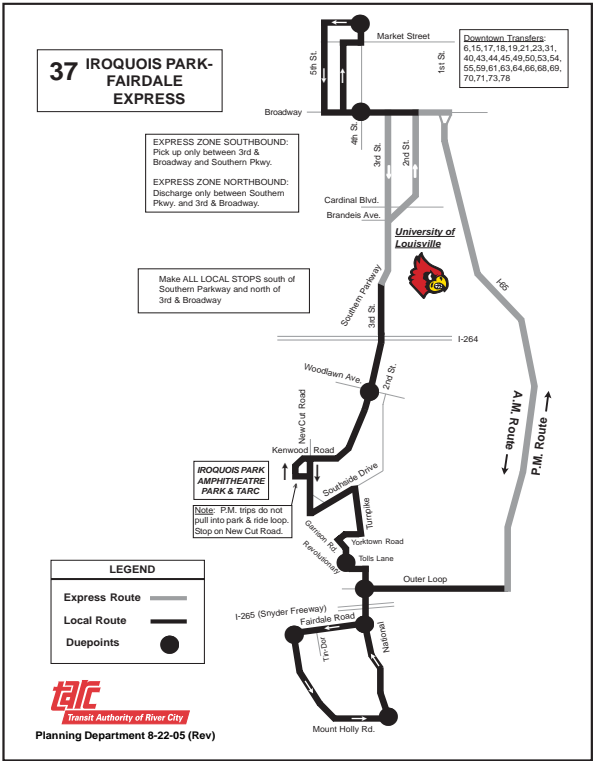
There are several arterial and collector level streets providing access to the community. National Turnpike and New Cut Road have been improved in recent years between I-265 and Outer Loop. I-265 provides expressway connections to I-64, I-65 and I-71. The remaining roadways are local level and neighborhood streets.

Core Graphic 10 of Cornerstone 2020 identifies the following roadways as the major thoroughfares serving the community:

Gene Snyder (I-265)	Expressway
National Turnpike	Minor Arterial
Fairdale Road	Primary Collector
New Cut Road	Primary Collector
West Manslick Road	Primary Collector
Old New Cut Road / Penile Road	Primary Collector
Jefferson Hill Road	Secondary Collector
Keys Ferry Road	Secondary Collector
South Park Road	Secondary Collector
Mitchell Hill Road	Secondary Collector

Roadway Design

Within the Village Center roadside ditches impact vehicle safety and aesthetics. The lack of curb and gutter design also has an adverse impact on the existing situation. The streets in the Village Center lack on-street parking, bikeways and underground utilities. This also detracts from the appearance and function of the Village Center. Sidewalk construction has been on-going in recent years and has improved pedestrian mobility within the Village Center, however, there are still many areas where service is needed. The existing sidewalk system is depicted on the map on page 15.



TARC ROUTE MAP

The sidewalks that have been constructed in recent years have enabled residents to walk to stores, schools and parks surrounding the village center. There is a strong desire for this construction to continue. Traffic improvements are also a high priority including redesigning the intersection of Fairdale, Manslick, Mt Holly & Mitchell Hill Roads.



The main intersection in the Village Center has a significant traffic congestion issue. The intersection of Fairdale, Mitchell Hill, Mt Holly and West Manslick Roads is off-set a short distance and previous attempts to improve the intersection with traffic signals has not been successful. The following three alternatives may be considered as attempts to improve the traffic flow in the Village Center area:

1. The Village Center could be redesigned to develop a Village Square and enhance the village character of the area. (Pg A7)
2. Install a round-about to improve traffic flow, (Pg A8)
3. Realign the intersections of these streets to eliminate the off-set which currently results in significant traffic congestion at peak hours. This design may achieve the results desired in alternatives 1 and 2. (Pg A9)

Details of possible Village Center design alternatives are depicted in the Design Charette section and colored renderings may be found in the Appendix of this document.

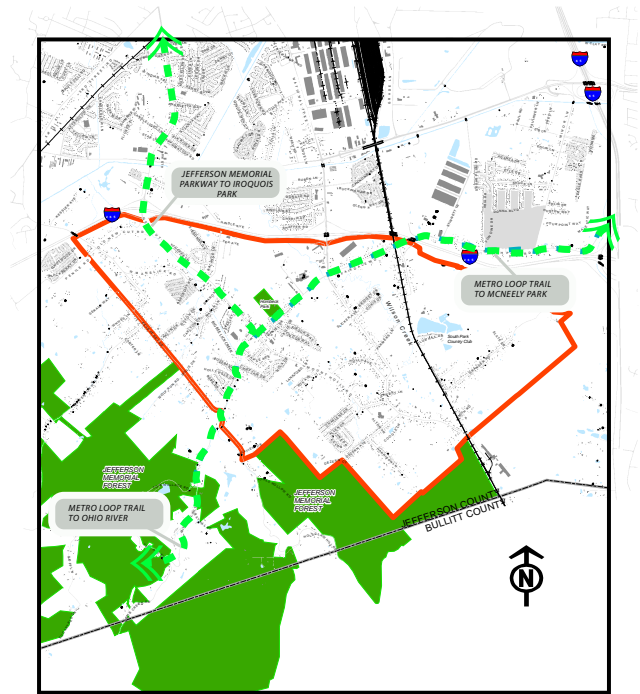
The elimination of roadside ditches and the installation of shoulders along roadways would enhance public safety and provide more aesthetically pleasing roadways. The creation of on-street parking spaces would enhance more pedestrian access to businesses and movement in the village center and help reduce the need for large off-street parking areas.

In the Village Outlying area curb and gutter design is not necessary along major roadways. However, the roadside swale designs should be upgraded to add shoulders as depicted in the typical roadway sections shown in the appendix of this plan. These improvements would improve vehicular safety.

Many existing roadways do not have shoulders, resulting in unsafe conditions such as shown in the following photograph. Shoulders and improved drainage design would enhance the community appearance and safety.



Existing Roadside Ditches



Parkway / Bikeway / Trail Corridor Map

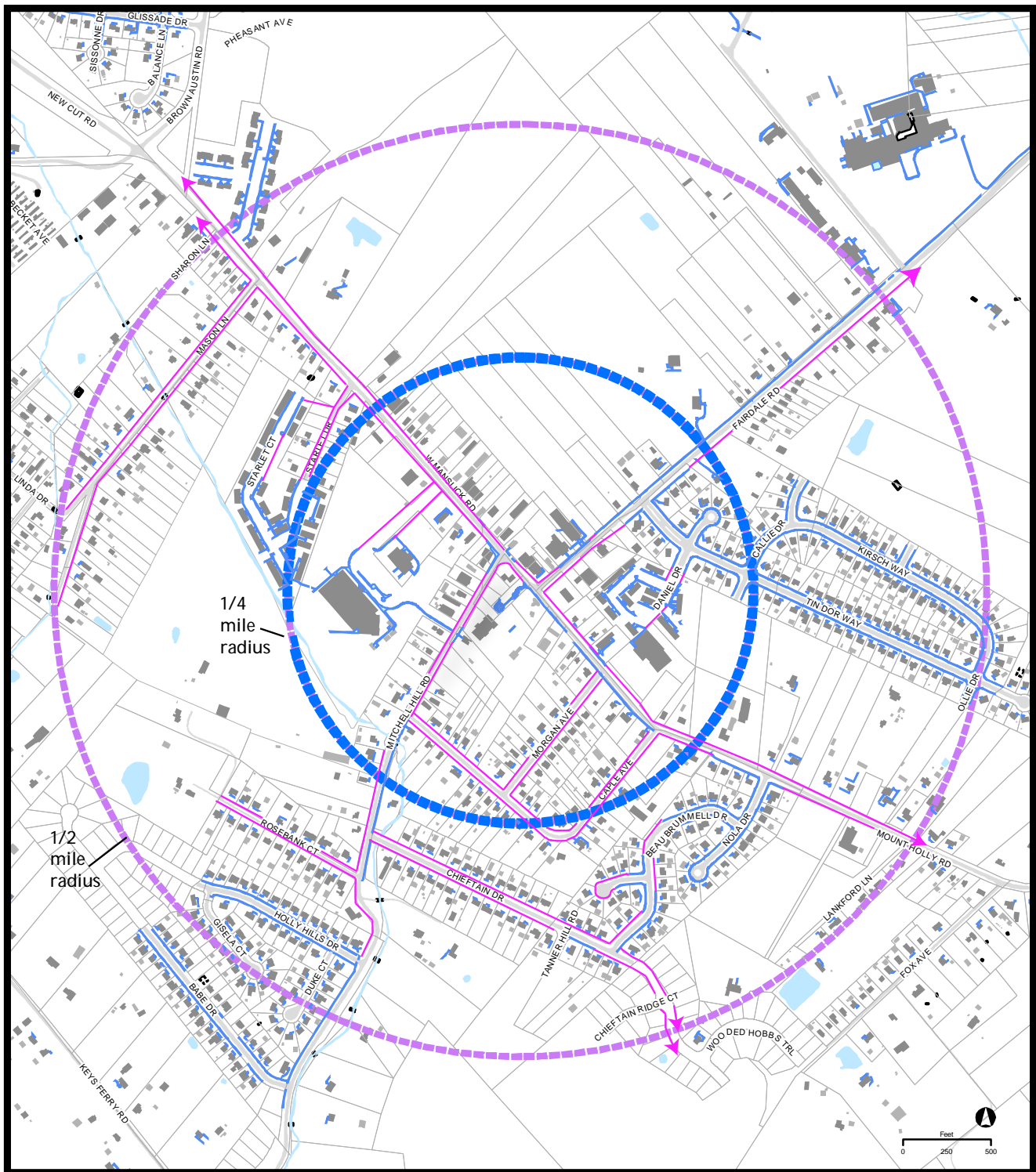
A federal program titled Safe Routes to Schools is a potential source of funds that may be utilized for continued work in the development of sidewalks within the community. Additionally, the Land Development Code requires sidewalk construction in all new developments and the Planning Commission and Department of Planning and Design Services is ensuring that this requirement is being followed. The existing sidewalk system is depicted on a map on page 15.

Parkways / Bikeways

Core Graphic 12 of Cornerstone 2020 also identifies the Gene Snyder Freeway as a Parkway. The Louisville City of Parks initiative is encouraging the development of connections between parks through an expanded system of parkways and bikeways. Bikeways, sidewalks and other alternative multimodal transportation forms enhance healthy, long-term mobility choices

The logical parkway connection in this area is between Iroquois Park and the Jefferson Memorial Forest. New Cut and Mitchell Hill Roads offer the most direct connection between these two recreational centers. Any improvements to these roadways should include adequate right-of-way and pavement for a parkway design, sidewalks and bikeway facilities.

The City of Parks initiative includes a proposed bikeway connection eastward to McNeely Lake Park generally following the South Park Road corridor. This corridor will pass the Fairdale High School and Nelson Hornbeck Park. The Metro Parks Department is developing the plans for this corridor. (See **Parkway Corridor Map** above)



FAIRDALE VILLAGE CENTER SIDEWALK NETWORK

- SIDEWALKS MISSING
- EXISTING SIDEWALKS



RECOMMENDATIONS

1. It is recommended that a study be commissioned to make specific recommendations for future mobility / transportation improvements within the Village Center Form District, with the goals of enhancing village design, mitigating vehicle congestion at the village center and increasing opportunities for pedestrian and bicycle circulation and creating opportunities for social and civic interaction. The primary subjects of this study should be to develop concepts for reconfiguration of the intersection of Fairdale, Mt Holly, Manslick and Mitchell Hill Roads and the development of an interconnected street and alley system in the Village Center. Additional topics to be studied should include, sidewalks and bicycle lanes, on and off-street parking and storm water management. The study should consider design alternatives developed by the community and task force and include projected cost estimates and potential funding sources **(Recommendation I.1)**.

2. Develop plans for streetscape and roadway improvements in the village center. It is recommended that designated roadways in the community be improved to eliminate roadside ditches, install curbs, gutter and sidewalks and construct on-street parking where appropriate. **(I.2)**

3. It is recommended that Metro government acquire the land necessary to permit reconstruction of the Village Center roadway system. The improvement of the intersections will enhance the Village Center and permit construction of on and off-street parking, the development of a community gathering place and encourage the improvement of businesses in the village center. **(I.3 & I.4)**

4. It is recommended that Metro government develop plans and design standards and implementation strategies for construction of bikeways and sidewalks along designated roadways in the area. **(C-4 & I.8)**

5. It is recommended that Metro government continue sidewalk expansion including the planning and construction of these facilities within the Village Center, as well as into the surrounding residential neighborhoods. The availability of the Federal Safe Routes to Schools program funding should be explored. **(I.1)**

6. It is recommended that additional public transit service be provided to assist the elderly and those with limited transportation options. Further coordination with TARC should be encouraged to expand neighborhood level service to assist residents in gaining access to retail and service businesses in the community. A PARC 'n TARC facility should be developed near the Village Center to encourage use of public transit services **(P.2)**.



VILLAGE DESIGN

The Village Center

The Fairdale village center can be defined as the area surrounding the intersection of its four major roadways: Mt. Holly, West Manslick, Fairdale and Mitchell Hill. Environmental concerns such as floodplains and unfavorable soil conditions restrict the amount of land suitable for further commercial or residential development within a one quarter-mile radius of this intersection.

The majority of Fairdale's commercial activities, which currently include professional offices, retailers, restaurants and service businesses, are located within the existing village center. Additional small businesses offering goods or services that Fairdale residents might use on a daily basis, as well as tourist businesses designed to capitalize on Fairdale's proximity to the Jefferson Memorial Forest, would be excellent additions to the community. While it is important that these new businesses be sited at the village center, existing conditions make this difficult to achieve. There is currently little or no leasable space available that was specifically built for commercial use. In addition, existing Fairdale businesses are hindered by poor traffic conditions as well as unsafe and inadequate parking throughout the village center. Furthermore, the lack of a continuous network of sidewalks and bike paths within the village center forces residents to use their cars for even the shortest trips and errands, further exacerbating existing traffic problems.

Additional residential development within the village center would serve to further support existing businesses and encourage the establishment of new ones, increasing Fairdale's tax base and making the village more attractive and livable. It must be carefully planned, however, to ensure that negative environmental impacts are minimized. This can be achieved by encouraging new higher density housing, which might include mixed-use buildings, apartments, condominiums and patio homes around the village center. Moving away from the center, housing densities would gradually decrease, eventually taking the form of conservation subdivisions at the village boundaries. This policy would also offer a wider diversity of housing choices for Fairdale residents, including affordable options for first-time householders and seniors living on fixed incomes.

Village Design Principles

The physical composition and organization of a village can be instrumental in fostering a sense of community. When design decisions are based on the needs and preferences of human beings rather than motor vehicles, a village becomes a visually interesting, comfortable and welcoming place for residents and visitors.

Designing a community based on human scale is fundamental to successful village planning. Human scale – the relationship between the dimensions of the human body and its surroundings – helps determine both people's perception of a space and how they use it. Environments scaled to the human body are visually interesting, comfortable rather

than overwhelming, and help create a sense of safety and security. Fundamentals of human scale design include:

- open spaces that range from the most private, such as a resident's rear yard, to completely public, such as a village park;
- common areas designed with sidewalks, shade trees and benches so as to increase opportunities for spontaneous socializing;
- well-designed open spaces and civic facilities that provide space for larger groups and community-wide events;
- small scale buildings on relatively narrow streets (at a ratio of no greater than 2:1); and
- commercial and civic centers within easy walking distance (one-quarter mile radius) of all village residents.

Village design by definition employs compact, higher-density approaches to land use. When used appropriately, these methods can mitigate the negative environmental and social impacts such as high levels of energy usage, increased air and water pollution, inefficient use of infrastructure and public funding, and excessive depletion of environmental assets. Environmentally friendly design will create a sustainable village specifically planned to minimize the environmental effects of development and offer an exceptional community in which to live and work. Important steps toward designing an environmentally friendly community include:

- developing an analysis of the natural environment in and around the village, to include significant visual attributes such as streams, ridges and forests as well as soil and topographic conditions, geology and water, to serve as a source of information for future land use decisions;
- designing both individual building sites and larger scale development projects to preserve important visual features of the landscape and take advantage of natural assets;
- encouraging innovative development patterns such as conservation subdivisions, which offer residents the privacy and open space of large lots while clustering homes to conserve natural resources and efficient use of public amenities; and
- including greenspace to mitigate the effects of impervious surfaces and provide a natural means of stormwater management.



A well-designed village also offers alternative means of travel to its residents and visitors. It is designed to promote healthy options such as walking and bicycling, and offers practical, functional mobility systems for vehicles, including:

- infrastructure that encourages alternatives to auto travel, such as walking and bicycling, throughout the village;
- an interconnected network of streets and alleys that offer multiple routes for vehicles through and around the village center;
- a continuous, safe and well-maintained system of sidewalks, trails and bicycle paths that provides access to the civic and commercial center from all points throughout the village; and
- convenient access to mass transit to improve connections both internally and with surrounding areas.

A viable village also includes facilities that serve the civic and social needs of the community. When these amenities and services are in close proximity to one another, they help create a vibrant street life that is attractive to visitors as well as residents. Public and civic spaces might include:

- greenspaces, such as parks and pathways, that can serve as settings for a variety of public activities, from spontaneous meetings to organized civic events;
- architecture and landscaping that combine to create an inviting and attractive streetscape; and
- civic and social facilities such as schools, libraries, post offices and community centers, adequate to meet the needs of the community and accessible to all residents.

Design Charette

A design charrette was held on April 28, 2005 with the intent of further defining and solidifying a potential design plan. The charrette began with a discussion of the objectives behind the creation of a village center for Fairdale. Task force input covered subject from practical transportation issues to social and civic goals:

Transportation

- Create a means of mitigating traffic problems at the intersection of Mount Holly, Manslick, Fairdale and Mitchell Hill Roads
- Develop a more connected street network to provide alternative routes for pedestrians, cyclists and motorists within the village center
- Increase availability of on- and off-street parking and improve safety considerations for drivers, cyclists and pedestrians

Design

- Establish a defined center and create a sense of place with a village square or roundabout
- Define design guidelines for future development
- Create terminal vistas and a more distinct street hierarchy
- Use new buildings at key corners to anchor the village center and create a distinctive streetwall
- Establish gateways to village and to Jefferson Memorial Forest

Land Use

- Realign village center boundary to correspond to quarter-mile walkable radius
- Encourage higher-density development, both residential and commercial, within the village center to provide more diverse housing choices
- Consider PRD zoning in environmentally sensitive areas of village center

Infrastructure

- Encourage underground utility placement for future development and consider converting existing utilities to underground placement
- Improve drainage system

Civic Amenities and Institutions

- Encourage development of medical facility or complex
- Design signage system to better identify existing institutions such as the library, fire station and schools
- Capitalize on proximity to Jefferson Memorial Forest through a welcome center and/or private commercial activities
- Establish series of community-wide events such as fairs and concerts at new village center

Attendees split into several groups, each of which worked to develop its own solutions to the issues the considered most important. Planning and Design staff then distilled these ideas into a single cohesive concept for the village center.



The Fairdale village center concept extends Fairdale Road approximately 250 feet in the direction of the Volunteer Fire Department building, where the street will make a 90-degree turn to meet Mitchell Hill Road. This creates a small central square bounded by Mount Holly Road, West Manslick Road, Mitchell Hill Road and the extended Fairdale Road.



This design, based upon the comments from the charrette depicts development of a Town Square and community center around the intersections of Fairdale, Mt Holly, West Manslick and Mitchell Hill Roads.

While full realization of this conceptual plan will require capital investment for land acquisition and construction, all parcels involved are currently zoned C-2 and at this time, only one is the site of an active business. In addition, the resulting urban space satisfies many of the goals previously identified by the task force. It creates a sense of place and a setting for community interaction; helps calm traffic and improve flow, especially at peak travel times; and establishes safe travel routes

for cyclists and pedestrians. In addition, it will create opportunities for significant new commercial and mixed-use development, increasing both the village's tax base and its employment opportunities. Finally, it offers a chance to establish design and aesthetic standards and improvements, making Fairdale more inviting and attractive to residents, visitors and business interests.

A second alternative would be the creation of a round-about design as an method of realigning the off-set intersections and improving traffic flow in the village center.



A round-about concept is shown in the above exhibit. This design would permit a continuous flow of traffic without the interruptions currently resulting from the off-set intersections.

A third alternative would be to realign the intersections of Fairdale Road and Mt Holly Road. This could achieve the result of eliminating the current traffic congestion issues during the morning and afternoon peak hours. This design is depicted along with the round about and village square designs in the appendix of this plan. While this design will require acquisition of more parcels of land it can provide the most positive impact on the village center design and traffic movement.





These three alternatives are shown in more detail in the Appendix of this plan (Pages A7, A8 & A9). These alternatives should be studied in greater detail to determine which offers the most positive impact on the Fairdale area. Each has positive elements and offers many options for future growth of the Village Center.

Village Outlying Design

The true essence of a mixed-use village center is how it relates to its surrounding landscape. The key to defining the transition from a higher intensity mixed land use to a lower intensity, mainly residential use is how the landscape is treated. Conventional subdivision development begins with zoning that calls for a uniform design of quarter acre or more house lots, combined with a development process that promotes subdivision of each parcel in isolation from its context. The meadows, views, hedge rows, historic structures and other landscape defining aspects are not considered and are eventually compromised. Alternatively, these features can be incorporated into a design process in which a significant portion of overall acreage is set aside as undivided, permanently protected open space, while houses are located on the more buildable portions of the property.

This alternative form of development is referred to as conservation subdivision design and is the essential tool for maintaining rural character when developing residential areas in the Village Outlying form. They are similar in many respects to golf course communities, but instead of a manicured golf course, they feature natural forests, meadows, wetlands, and community gardens or farmland. They contrast with conventional subdivisions, in which nearly the entire parcel is subdivided into house lots and streets. Conventional subdivisions provide few green spaces for walking, little habitat for wildlife and few opportunities for residents to interact with their neighbors. Conservation subdivisions, on the other hand, provide all of these things.

They offer many benefits to residents, developers, local governments and the community as a whole. These include aspects such as:

- ❑ Provide a residential zoning district that permits flexibility in design in order to promote environmentally sensitive and efficient use of land
- ❑ Preserve unique or sensitive natural resources such as groundwater, floodplains, wetlands, streams, steep slopes, woodlands and wildlife habitat.
- ❑ Preserve important historic and archeological sites, prime views, public vistas, landmarks, etc.
- ❑ Every lot adjoins open space

❑ Expanding existing public trails and greenways

As a standard approach for subdivision design in the areas outside of Fairdale's village center, conservation design would be the ideal means for residential development for the following reasons:

First, due to its many environmental constraints including floodplains, poor soils, potential wetlands, and steep slopes, this approach allows the developer to design around these features without compromising density. The constraints become assets and allow flexibility to the designer while saving infrastructure costs.

Second, the provision of open space and recreational trails compliments Fairdale's close proximity to Jefferson Memorial Forest and future plans to interconnect the open spaces. This would give the community an advantage to use its landscape as an amenity to attract residents and to compliment potential economic investment in the village center.

Third, the design objective of conservation subdivisions is to relieve existing residents of the concern for degrading the rural character and ecological functions of the land. This aspect would be integrated into the design process and should help smooth local review and approval process before local officials or other entities raise concern over environmental issues related to development.

Fourth, conservation design has shown significant economic benefits for developers and communities by saving infrastructure cost and selling more quickly than conventional development.

Economic Development

The Village Center contains several community oriented businesses, such as the PRP Bank, Do-It-Best Hardware store, the grocery, the DQ restaurant and several more. The center, however, currently has significant limitations that should be addressed. Improvements should be planned and funding sought to implement the new construction. Streetscape improvements are desired to enhance the appearance, multi-use mobility and function of the Village Center.

One limitation is the open drainage ditches along the roadways which have an adverse impact on appearance and function of the transportation network. Piping the drainage system and creating curb and gutter drainage control will provide locations for landscape areas and sidewalks. Placement of electric and telephone lines underground would further enhance the appearance of the Village Center and should be a goal of the community as part of the redevelopment of the center.



While some sidewalks have been constructed recently, there is still a need for many more improvements. There are limited streetscape features, no on-street parking servicing the businesses, and limited space for off-street parking. The village center is currently oriented around the automobile. Some parking areas require that vehicles back onto the streets. This is often unsafe and should be corrected. Defined access driveways to parking areas would eliminate the current unlimited access at many locations. Access to commercial properties from the rear would enable the development of off-street parking areas.

Additional right-of-way will be required to permit the addition of bikeways, sidewalks and on-street parking in some areas. There are vacant or underutilized parcels in the area of the recommended Village Square. If these parcels can be obtained to allow construction of the center feature and other nearby properties can be upgraded, the Village Center would improve in appearance and function. It is important that a method of acquiring these parcels be developed and implemented in the immediate future. The business community has indicated that it supports the proposed improvements.

There are many opportunities for economic development in the Village Center. Several commercial parcels are available for sale or rent affording locations for additional neighborhood businesses. Existing businesses provide neighborhood level services at present. As the population grows these businesses will expand.



PRP National Bank



U.S. Post Office

Miscellaneous Services

Specialty commercial businesses catering to the growing number of visitors to Jefferson Memorial Forest, such as bicyclists, hikers, and horseback riders would be attractive to park visitors. Louisville Metro government is encouraging additional visitors to the forest area by offering many programs, such as hikes and nature study programs at the park. These activities will increase the demand for services for the visitors to the park.

Business Improvement Assistance

The Louisville Metro Development Authority (MDA) offers various forms of financial assistance for economic development projects. In order to be eligible for this type of assistance certain steps must be followed.

Business owners or prospective business owners should contact MDA to learn of the programs available and the steps to be taken to qualify for grants and assistance. The Greater Louisville Small Business Development Center (SBDC) also offers assistance in developing business plans and offering guidance to candidates for their programs.

Among the programs available through these agencies are:

1. The Forgivable Loan Program
2. The Facade Loan Program,
3. Micro-Lending Funds
4. Small and Disadvantaged Loan Program
5. Business Loan Program

These programs represent the MDA financial services that are most applicable to the Fairdale Village Center. Other tools exist that may



also be applicable, but are not found directly through MDA. These other programs offer training and financial tools that may be used to help develop the village center, and include:

1. Nia Center
2. Small Business Loan Program
3. Kentucky Main Street / Renaissance on Main

More detail on these programs and funding sources may be found in the Appendix of this plan.



Community Grocery

Recommendations

1. It is recommended that the UN (Urban Neighborhood) Zoning District Classification be adopted in the undeveloped portions of the Village Center. This district provides a flexible tool for development of properties around the Village Center. **(Recommendation C.2)**

2. It is recommended that the Fairdale Area Business Association partner with Louisville Metro Development Authority (MDA) to identify funding sources available for assisting business owners in upgrading and improving buildings and streetscape. Potential funding sources include the Kentucky Main Street/Renaissance on Main Street Programs **(P.1)**

3. The Fairdale Business Association should work with MDA to develop a marketing strategy for the Village Center to capitalize on Fairdale's proximity to the Jefferson Memorial Forest and / or other village assets as identified by residents and Business Association members. **(I.4)**

4. It is recommended that the community work with Louisville Metro government to determine sources of funding for infrastructure improvements for the village center area. These include providing piped storm water drainage systems, curb and gutter roadway design that would include on-street parking and bikeways and street trees among others **(I.1 & I.2)**.

4. It is recommended that the community and representatives of local and state governments join together to determine the most appropriate form for redevelopment of the village center. This should include consideration of Alternatives 1, 2 & 3 as shown in the Appendix of this plan. Land that is currently available should be acquired to permit redevelopment of the village center to allow for transportation improvements and community improvements within village center **(I-3)**.

5. It is recommended that local government work with utility companies and seek funding to provide underground utilities in Village Center. **(I-10)**.

6. It is recommended that the Fairdale Business Association partner with MDA to ensure that all capital and infrastructure improvements affecting the Village's commercial center are acted upon in a timely manner. **(P.8 & C.1)**

7. It is recommended that the business community and local government join together to construct gateway entrances to Fairdale from the North along New Cut Road and National Turnpike. **(I.12)**